

The Hongkong Telegraph.

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NEW SERIES No 5168

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WEDNESDAY, MAY 23, 1906.

三拜禮

號三廿月五英港香

\$30 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.
PAID-UP CAPITAL.....\$10,000,000
RESERVE FUND—
Sterling Reserve.....\$1,000,000
Silver Reserve.....\$1,950,000
RESERVE FUND.....\$10,000,000

COURT OF DIRECTORS:
A. HAUPT, Esq., Chairman.
Hon. Mr. C. W. Dickson, Deputy Chairman.
E. Goetz, Esq. Hon. Mr. R. Shewell.
C. V. Lehmann, Esq. N. A. Siebs, Esq.
G. H. Medhurst, Esq. H. A. W. Shad, Esq.
D. M. Nissim, Esq. H. E. Tompkins, Esq.
A. J. Raymond, Esq.

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:
Shanghai—H. E. R. HUNTER.
LONDON BANKERS—LONDON AND COUNT
BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:
On Current Account at the rate of 2 per cent
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2½ per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.

J. R. M. SMITH,
Chief Manager,
Hongkong, 4th April, 1906.

[21]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3½ per
cent. per annum.

Depositors may transfer at their option
any or all their deposits to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
J. R. M. SMITH,
Chief Manager,
Hongkong, 1st May, 1906.

[22]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID-UP—\$1,000,000

HEAD OFFICE—SHANGHAI.

BOARD OF DIRECTORS: BERLIN.

BRANCHES: Berlin Calcutta Hankow Peking
Tientsin Tsinanfu Tsingtao Yokohama

FOUNDED BY THE FOLLOWING BANKS AND
BANKERS: Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Dank für Handel und Industrie

Robert Warssauer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Soehne

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal. Oppenheim Jr. & Co., Koeln

Bayerische Hypotheken und Wechselbank

Muenchen

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS

THE UNION OF LONDON AND SMITH'S BANK,
LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY.

DIRECTION DER DISCONTO GESELLSCHAFT.

INTEREST allowed on Current Account,
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.

HUGO SUTER,
Manager

Hongkong, 30th April, 1906.

[24]

NEDERLANDSCHE HANDEL:

MAATSCHAPPIJ

(Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL. 45,000,000 (L3,750,000)

RESERVE FUND FL. 5,000,000 (L 417,000)

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai,

Rangoon, Semarang, Sourabaya, Cheribon,

Tegal, Pekalongan, Paseroean, Tjilatap,

Padang, Medan (Del), Palembang, Kota

Raja (Acheen), Telok-Semawa (Acheen),

Bandjermasin.

Correspondents at Macassar, Bombay, Colom-

bo, Madras, Pondicherry, Calcutta, Bang-

kok, Saigon, Haiphong, Hanoi, Amoy,

Yokohama, Kobe, Melbourne, Sydney,

New York, San Francisco, &c.

LONDON BANKERS:

THE UNION OF LONDON AND SMITH'S

BANK, LIMITED.

THE Bank buys and sells and receives for
collection Bills of Exchange, issues
letters of credit on its Branches and cor-

respondents in the East, on the Continent, in

Great Britain, America, and Australia, and

transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily
balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 4½ do.

Do. 3 do. 3½ do.

L. ENGEL,
Agent.

Hongkong, 28th February, 1906.

[25]

Dentistry.

Dr. M. H. CHAUN,
THE LATEST METHOD
of the

AMERICAN SYSTEM OF DENTISTRY,
37, DES VUX ROAD CENTRAL

From the University of Pennsylvania, U.S.A.
Hongkong, 22nd July, 1905.

[26]

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'ACUAR STREET.

REASONABLE FEES.

Consultation Free.

Hongkong, 1st July, 1905.

[27]

[68]

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON and ANTWERP VIA SINGAPORE, PENANG and NAGASAKI.	CEYLON, COLOMBO, and PORT C. F. Lockstone, R.N.R.,	About 23rd May	Freight and Passage.
LYONS.	SHANGHAI, NEWCHWANG, MUKDEN.	About 23rd May	Freight only.
SAN FRANCISCO.	BANCA J. B. Ferguson,	About 26th May	Freight only.
BOMBAY.	TIENTSIN F. E. Andrews, R.N.R.,	About 26th May	Freight only.
TIENTSIN.	OCEANA W. W. Cooke, R.N.R.,	2nd June, Noon.	See Special Advertisement.
PEKING.	ARCADIA	About 31st May	Freight and Passage.
KORE.	PALMA G. W. Cockman, R.N.R.,	About 27th May	Freight only.
LONDON.	ARGADIA	About 31st May	Freight and Passage.
NEW YORK.	OCEANA	2nd June, Noon.	See Special Advertisement.

For Further Particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 21st May, 1906.

Intimations.

JAPAN

COALS.

THE MITSUI BUSSAN KAISHA (MITSUI & Co.)

HEAD OFFICE—1, SURUGA-CHO, TOKYO.
LONDON BRANCH—34, LIME STREET, E.C.
HONGKONG BRANCH—PRINCE'S BUILDINGS, ICE HOUSE STREET.

OTHER OFFICES:

New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Nagoya, Osaka, Kobe, Moidzuru, Kure, Shimonesaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasebo, Mikasa, Hakodate, Taipeh, &c.

Telegraphic Address: "MITSUI" (A.B.C. and A 1 Codes).

CONTRACTORS OF COAL to the Imperial Japanese Navy and arsenals and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichinura, Kanada, Manado, Onoura, Onura, Otsuji, Sasahara, Tsubakuro, Yoshinotani, Yoshi, Yunokibar, and other Cons.

45]

S. MINAMI, Manager, Hongkong.

D. NOMA, TATTOOER,

60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,700 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904.

[55]

Hotels.

HONGKONG HOTEL.

FIRST CLASS AND UP-TO-DATE.

Military Band during dinner on Saturday Nights.

H. HAYNES,
Manager.

Hongkong, 15th March, 1906.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.

For Terms, &c., apply to the

MANAGER.

Hongkong, 2nd July, 1906.

Telegraphic Address: "CONNAUGHT" HONKONG.

A FIRST-CLASS FAMILY AND COMMERCIAL HOTEL, situated near the BANKS, PRINCIPAL OFFICES and in the MAIN STREET.

Large and lofty Rooms, elegantly furnished. Hydraulic Elevator. Hot and Cold Water Baths and Shower Baths. Under European Management. Launch Service for Guests.

Hongkong, 16th June, 1905.

[56]

VICTORIA HOTEL,

SHAMEEN, CANTON,

ON THE BRITISH CONCESSION.

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

WM. FAIRFAX, Proprietor.

KING EDWARD HOTEL.

A HIGH CLASS PRIVATE HOTEL.</p

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "HONAM,"	2,363 tons	Captain H. D. Jones.
" " "POWAN,"	2,338	W. A. Valentine.
" " "FATSHAN,"	2,260	R. D. Thomas.
" " "HANKOW,"	3,973	C. V. Lloyd.
" " "KINSHAN,"	1,995	J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8.30 A.M. (Sunday excepted), 9 P.M. and 10.30 P.M. (Saturday excepted).

Departures from CANTON to HONGKONG daily at 8.30 A.M., 3 P.M. and 5.30 P.M. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River, Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON, AND MACAO STEAMBOAT CO., LTD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN,"	1,998 tons	Captain G. F. Morrison, R.M.R.
Departures from Hongkong to Macao on week days at 2 P.M., on Sundays at Noon, except when otherwise notified by Express.		

Note.—During the summer months the time of leaving fluctuates to suit the tide at Macao. See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 A.M.

CANTON-MACAO LINE.

S.S. "LUNGSHAN,"	219 tons	Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at about 8 A.M., and leaves Macao for Canton every Monday, Wednesday and Friday at about 7.30 A.M.		

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD.

THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM,"	588 tons	Captain J. Wilcox.
" " "NANNING,"	569	G. Butchart.

One of the above steamers leaves Canton every Monday, Wednesday and Friday at about 8 A.M. calling at Yunki, Mianning, Kunchuk, Kau-Kong, Samshui, Howlik, Shiu-Hing, Luk-Po, Luk-To, Lo-Ting-Hau, Tak-Hing, Doshing and Fong-Chuen. Departures from Wuchow for Canton calling at the above ports every Monday, Wednesday and Friday at about 8.30 A.M.

FARES.—Canton to Wuchow.....Single \$15.00. Return \$25.00.

Canton to Tak Hing.....Single \$12.50. Return \$21.00.

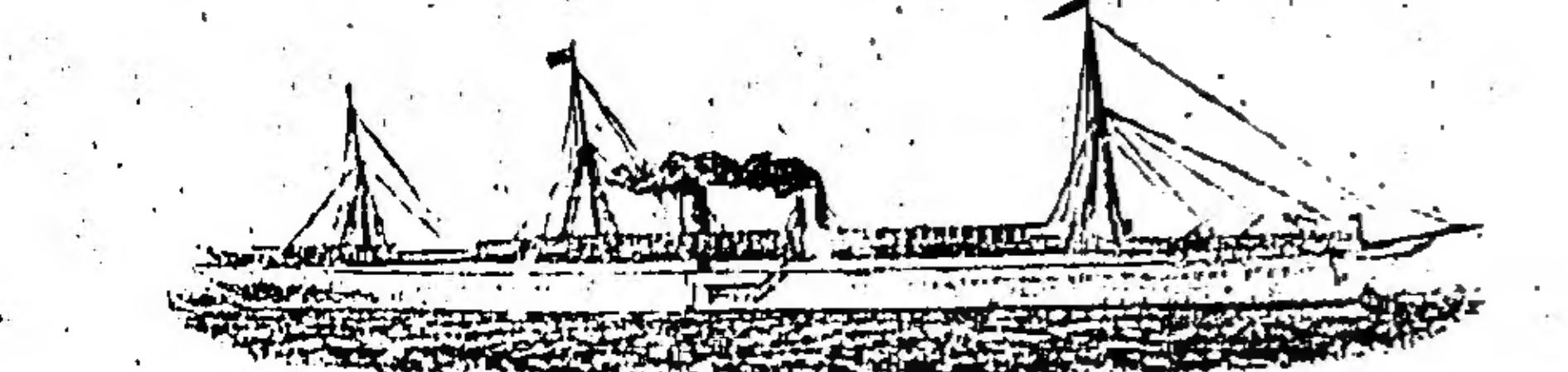
Canton to Samshui.....Single \$7.50.

The above vessels have superior Saloon and Cabin accommodation and are lighted throughout by electricity. Meals charged extra.

Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
Or of BUTTERFIELD & SWIRE,
Agents, CHINA NAVIGATION CO., LTD.

Hongkong, 31st March, 1906.

CANADIAN PACIFIC RAILWAY COY'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that Maintains a Regular Schedule Service of 12 Days across the Pacific is the "Empress Line." Saving 3 to 7 Days Ocean Trial.

12 Days YOKOHAMA TO VANCOUVER. 21 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA"	6,000	WEDNESDAY, May 30	June 20
"EMPEROR OF INDIA"	6,000	WEDNESDAY, June 20	July 11
"ATHENIAN"	2,440	WEDNESDAY, June 27	July 21
"EMPEROR OF JAPAN"	6,000	WEDNESDAY, July 11	August 1
"MONTEAGLE"	5,500	WEDNESDAY, July 18	August 11

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA of JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the COMPANY'S PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

Hongkong to London, 1st Class, \$120. 1st Class, \$100. 1st Class, \$80. 1st Class, \$60. 1st Class, \$40.

R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only at Intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to

D. W. CRADDOCK, Acting General Agent,
Hongkong, 23rd May, 1906. Corner Pedder Street and Praya, opposite Blake Pier. [13]

HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through Routes to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LIDON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE; BLACK SEA and HALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	
ARCADIA	HAVRE and HAMBURG. Hildibrandt	28th May	Freight.
C. FERD. LAZISZ	MARSEILLES, HAVRE & HAMBURG. Meyerdricks	1st June	Freight.
SITHONIA	HAVRE, BREMEN and HAMBURG. Bremmer	6th June	Freight.
ANDALUSIA	HAVRE and HAMBURG. Echmidt	24th June	Freight.
ACILIA	HAVRE and HAMBURG. Schulke	28th June	Freight.
RHENANIA	HAVRE and HAMBURG. Förck	12th July	Freight.

* Special attention of intending Passengers is drawn to the splendid accommodation of this steamer. Saloon and cabin airships. Lighted throughout by Electricity.

Duly qualified Doctors are carried.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, King's Buildings.

Hongkong, 21st May, 1906.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEB, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG;
Steamers will also call at GIBRALTAR and SOUTHAMPTON to land Passengers and Luggage.

Taking Cargo on Through Bills of Lading for all European, North and South American Ports

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	SAILING DATES.
ROON	WEDNESDAY, 6th June.
PREUSSEN	WEDNESDAY, 20th June.
ZIETEN	WEDNESDAY, 4th July.
GNEISENAU	WEDNESDAY, 18th July.
BAUERN	WEDNESDAY, 1st August.
PRINZ REGENT LUFTPOLD	WEDNESDAY, 15th August.
PRINZ EITEL FRIEDRICH	WEDNESDAY, 29th August.
SACHSEN	WEDNESDAY, 12th September.

ON WEDNESDAY, the 6th day of June, 1906, at Noon, the Steamship ROON, Capt. G. Meiners, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on MONDAY, the 4th June, the Cargo and

Specie will be received on Board until 5 P.M., on TUESDAY, the 5th June, and Parcels will be received at the Agency's Office until Noon, on WEDNESDAY, the 5th June.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$1.50

and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	£61. o. o.	£42. o. o.
Return	91. o. o.	63. o. o.
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65. o. o.	44. o. o.
Return	97. o. o.	66. o. o.
TO NEW YORK VIA SUEZ:		
VIA NAPLES, GENOA OR GIBRALTAR	64. o. o.	44. o. o.
Return	115. o. o.	79. o. o.
VIA BREMEN OR SOUTHAMPTON	68. o. o.	46. o. o.
Return	123. o. o.	83. o. o.

is the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Singapore to Colombo by rail or steamer is however not included.

INTERRUPTION of the Voyage in Egypt:

Passenger to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE, VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN, HERBERTSHOEHE, MATUPI, BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration).

STEAMERS.	TONS.	SAILING DATES.
WILLEHAD	4,763	TUESDAY, 29th May.
PRINZ WALDEMAR	3,227	TUESDAY, 26th June.
PRINZ SIGISMUND</td		

Intimation.

Powell's

ALEXANDRA
BUILDINGS,
Des Vaux Road.

JUST
RECEIVED.

LADIES'
BATHING
COSTUMES,

Comfortable,
Durable,
and
Dainty.

BATHING
CAPS,

\$1

EACH.

SPECIAL

NAVY
SERGES

for
BATHING
COSTUMES,
(Guaranteed fast dye)

\$1.25

per yard.

W.M. POWELL,
LTD.,

Alexandra Buildings,
HONG KONG.

Hongkong, 18th May, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUILAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese
Silk Piece Goods,
Silver Wares,
Rare Embroideries,
Grass Cloths,
&c., &c.,
SUITABLE BOTH FOR
LADIES AND GENTLEMEN.

Ladies' Blouses
AND
Gentlemen's Pyjamas
SUITS SPECIALITY.

Prices exceptionally cheap.
Inspection earnestly solicited.
Hongkong, 4th May, 1906.

[580]

BANK HOLIDAY.

IN accordance with Government Notification No. 423 the EXCHANGE BANKS will be CLOSED for the Transaction of Public Business TOMORROW, the 24th instant, VICTORIA DAY.

Hongkong, 23rd May, 1906.

Auctions.

E. H. H. R.
PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
ON
MONDAY,
the 28th May, 1906, at 11 A.M., at
ARMY ORDNANCE STORE,
Queen's Road East,

THE FOLLOWING
GOVERNMENT STORES
at the ARSENAL YARD:-

AXLETRICES, BOLTS AND NUTS, IRON
SAFES or PORTABLE MAGAZINES,
WHEELS, COPPER SCALES, VICES,
LEATHER STRAPS, OLD BRAS, GUN-
METAL, COPPER, WHITE METAL, ZINC,
STEEL CAST, WROUGHT and GALVAN-
ISED IRON, LEATHER, BLANKETS,
TENT DUCK, TAKRED and PLAIN CAN-
VAS, ROPE, DOORSOOTIE BUNTING,
WOOLLEN RAGS, OLD WOOL, IRON
DRUMS and CYLINDERS, PAINT KEGS,
PACKING CASES, &c., &c., &c.

A large quantity of OLD BRASS.

ALSO
A quantity of Old and Part Worn CLOTHING.
Catalogues can be had at the Ordnance
Office or from the Auctioneers.

TERMS OF SALE:-Cash on delivery. All
faults and errors of description at purchasers'
risk, on the fall of the hammer.

All lots to be cleared within 48 hours.

HUGHES & HOUGH,
Government Auctioneers,
Hongkong, 19th May, 1906.

ROMANCE OF '49.

CITY THAT THE "GOLD RUSH" MADE.

San Francisco, the ninth city, in size, in the
United States and the metropolis of California
and of the Pacific coast, is situated on the end
of a peninsula, which has the Pacific Ocean on
one side, and the Bay of San Francisco on the
other. The width of this tongue of land within
the city limits is about six miles, and its whole
length about 26 miles.

Important changes in form of government,
the coming of additional transcontinental rail-
ways, the Oriental outlook, caused by the control
of the Philippine Islands by the United
States, the increased trade with China, Japan,
and the islands of the Pacific, caused a
remarkable development during the last years
of the nineteenth century.

THE GOLD RUSH.

In the early part of 1849 the inhabitants num-
bered about 2,000; but at the end of the same year,
owing to the gold rush, the number had
increased to 20,000. From 1850, when the first
figures are obtainable, the increase has been
phenomenal, as the following figures show:
1850, 200; 1851, 2,000; 1852, 34,000; 1853,
57,000; 1854, 150,000; 1855, 230,000; 1856,
334,000; 1857, 299,000; 1858, 343,000. To-day
the population is estimated to be about half a
million. Suburban communities have grown
up about the city in mushroom fashion, and
electric and steam railways and ferries bring
these into close communication with the city.
There are in the city over 140 miles of electric
railways, 77 miles of cable roads, 12 miles of
the steam system, and 10 miles of horse rail-
ways.

The steep hills caused the invention in San
Francisco of the cable railway, now used in
many cities of the world.

Market-st., which has practically been wiped
out, is the artery from which diverge all the
principal streets. It is, or rather, was, paved
with bituminous rock.

The city has 195 miles of paved streets, and
305 miles of sewers. In remarking on the fact
that in the early days the number of wooden
dwellings was considerable, the "Encyclopaedia
Britannica" adds, a little precipitately, that
"builders are no longer hampered by the fear
of earthquakes."

"BOSS" RULE.

After many years of notorious "Boss" rule,
the city in 1866 elected a reform mayor. This
was the most important movement for good
government in the history of the city since the
vigilance committee of 1856. The city's control
is centralised, giving more power to the mayor.

The city is connected with the eastern states
by three overland railways, the Central, "Ach"ie,
the Southern Pacific, and the Atchison, Topeka
and Santa Fé routes. Besides these, it has
traffic connections with three big Transconti-
nental roads.

The original site of San Francisco was so
uninviting that many of the pioneers doubted
if a place of much importance could ever spring
up there. The hills, Russian-hill, Telegraph
hill, and many others, were barren and precipitous,
and the interspaces, especially on the western
side, were made up largely of shifting sand-dunes.

After many years of effort to find the commercial
strait of Carquinez, it was evident that no
other place within easy distance from the ocean
possessed so many advantages for the site of a
city as this barren peninsula.

GOLDEN GATE.

The Bay of San Francisco is reached from
the ocean through the Golden Gate, a strait
about five miles long, and averaging one mile
in width. This great inland water is well
sheltered, and is, for the most part, navigable
by the largest craft. Within the decade from
1890 to 1900, the Golden Gate was fortified in
the most approved modern manner. Within
the bay several islands are strongly fortified.

The presidio, or fortified settlement of San

Francisco, was founded on 17 Sept., 1776 and
the mission, San Francisco de los Dolores, in
the following October. In 1850, the population
of the presidio consisted of about 50 Spanish
soldiers and officers; these, added to the mission,
made an aggregate population of about 200.

In the summer of 1846 an American
man-of-war took possession of the place.
The first Legislature of California granted a charter
to San Francisco on 1 May, 1850.

CITY OF WOODEN BUILDINGS.

Within a few months of the establishment of
municipal government the city suffered severely
on more than one occasion from fire. The fire
of May, 1850, destroyed property to the value
of about £60,000; another, in the following
month, was still more destructive—£1,000,000;
and the damage resulting from a third in Sep-
tember was estimated at £1,000,000. These disas-
ters naturally led to the employment of more
substantial building material, granite being im-
ported from China for some buildings, and iron
and brick being used for others; but to this day
nearly all the private dwellings of the city are
of wood.

Throughout a considerable part of the city
the streets are laid out in rectangular form,
and nowhere with any reference to the natural
elevations. The most important business
thoroughfare is, as has been stated, the ill-
fated Market-st., which extends from the water-
front at the ferry landings to the hills on the
west, a distance of three miles or more. Many
of the big streets are still paved with cobble
stones, and basalt rocks, but of recent years
asphalt, on a stone or concrete foundation, has
begun to be used. The greatest attraction in
the city is the Golden Gate-park of 1,050 acres,
having the ocean for its extreme westerly
boundary. The greater part of this area was
formerly a shifting sand-dune.

ITS COSMOPOLITAN CHARACTER.

The City is of a peculiarly cosmopolitan
character; more so, in fact, than any other city
in the United States. In 1900, when the popu-
lation was 343,000, 17,000 were foreign-born.
The Chinese population was then estimated
at 25,000. Not the least remarkable feature of
San Francisco is the Chinese quarter, which
lies between Stockton, Sacramento, Kearney,
and Pacific streets, and consists mainly of ten-
ement buildings, divided by narrow alleys,
and swarming with occupants.

San Francisco is one of the wealthiest cities
of the world. Its City Hall, which is now in
ruins, cost nearly four million dollars, and
there are an extraordinary number of mam-
moth hotels. In one part of the city signifi-
cantly known as Nob Hill, numerous million-
aires mining and railroad magnates, reside in
palatial buildings, standing in beautifully
wooded grounds. Besides its vast mining
interests, the city ranks third among the ports
of the Union in the total value of its foreign
commerce, which amounts to about £50,000,000.

Morning Leader.

[581]

To Let.

TO LET.

TWO GODOWNS at East Point, close to
the Water, suitable for the storage of
any cargo.

Floor Area 6,100 square feet each.

Apply to—
JARDINE, MATHESON & CO.,
Hongkong, 20th January, 1906.

TO LET.

"HAYTOR," THE PEAK.
Immediate Possession.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 17th March, 1906.

TO LET.

NO. 15, KNUTSFORD TERRACE,
KOWLOON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 30th December, 1905.

TO LET.

GODOWN No. 3, NEW PRAYA, Kennedy
Town.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 27th June, 1905.

TO LET.

OFFICES in KING'S BUILDING and YORK
BUILDING.
GODOWNS on PRAYA EAST.
A HOUSE in CLIFTON GARDENS, Con-
duit Road.
A HOUSE in RIPPON TERRACE.
FLATS in MORTON TERRACE.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LTD.,
Hongkong, 12th May, 1906.

TO LET.

NO. 2, OLD BAILEY.
Apply to—
ARRATOON V. APCAR & CO.,
45, Wyndham Street,
Hongkong, 26th April, 1906.

[582]

ANCHOVY (Norwegian) in Kegs.
SALMON BELLYES. " "
MACKARELS. " "
GERMAN SAUSAGES in Tin (Assorted).
" in Skins.
ASPARAGUS.
VEGETABLES (Assorted).
FRENCH FRUITS in SYRUP (Assorted).
STUFFED OLIVES.
ANCHOVY in OIL (Bouillers).
ALSO
PASCAL'S ASSORTED SWEETS and TOFFEES.
Hongkong, 12th May, 1906.

MUTTON AND BEEF.

THE Undersigned is prepared to SUPPLY
FRESH MUTTON and BEEF, at
Moderate Prices.

Should patrons find any Meat supplied
not to be fresh, full price will be refunded on
the return of the Meat to the Stall.

TUNG WING,
No. 1 Stall, Central Market.
Hongkong, 14th May, 1906.

[583]

NIKKO CO.
WHOLESALE AND RETAIL DEALERS
in all kinds of
JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.

At Moderate Prices.
Orders Promptly Executed.
No. 5, ARSENAL STREET,
Hongkong.
Hongkong, 28th April, 1906.

[584]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,
司公源廣華
CABINET-MAKERS AND ART DECORATORS,
from Shanghai, has re-opened their
FURNITURE STORE

No. 35, DES VOUX ROAD CENTRAL.
The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE
of every description can be made to
order in any design required.

Have been patronised by the Hongkong Club,
Hongkong Hotel, Telegraph Co., Messrs. A.
Watson & Co., Ltd., and other leading
Establishments in the Colony, to whom refer-
ence may be made as to the Superior Work-
manship and Materials of the Furniture, &c.,
supplied.

Messrs. A. S. Watson & Co., Ltd. write as
follows:

"We have pleasure in stating that Mr. LI
KWONG LOONG furnished the Annex
to our Dispensary and gave us every satis-
faction."

(Sd.) A. S. WATSON & CO., LTD.

ORDERS punctually attended to, and
CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 10th March, 1906.

[585]

EMMEL, DESPUJOL, FILS & PICQ,

BORDEAUX.

Barsac \$14.00 Per Dozen Quarts.

Sauternes 20.00 " "

Chateau Guiraud 29.00 " "

BARRETO & CO.,
Agents,

Nos. 22 & 24, Bank Buildings,
Queen's Road Central,

Hongkong, 12th June, 1906.

[586]

Intimations.



THE POPULAR
SCOTCH
IS
BLACK & WHITE



JAMES BUCHANAN & CO.
SCOTCH WHISKY DISTILLERS.
By Appointment to
H.M. THE KING
and
H.R.H. the PRINCE OF WALES

TELEGRAMS.

[Reuter's.]

The United States Navy.

London, 21st May.

Rear-Admiral Mason, the chief of American Naval Ordnance, declares that, owing to the parsimony of Congress, the navy has no reserve guns or ammunition, the latter being insufficient to last the whole navy three hours, and that war would mean disaster.

Later.

Illness of the Pope.

The Pope has taken to his bed.

It is reported that he is suffering from a complicated heart affection.

The Audiences have been suspended.

Russia.

The Tsar has informed the Duma that he is unable to receive the address, except through a Court Minister.

The members of the Duma are irritated, but have decided not to make the refusal a ground for conflict at present.

The French Elections.

The net gain of the French Government on the whole elections is 58 seats, of which the Socialist group has gained 45.

The Nationalists are the heaviest losers.

The Garter Mission.

The King has invested Prince Arthur of Connaught with the Victorian Chain, in recognition of the mission to Japan.

The Japanese Training Squadron.

The Japanese Training Squadron has met with a magnificent reception at Sydney.

[N. C. D. News.]

A Riot at Zion City.

Tokio, 15th May.

The deposed First Apostle, Alexander Dowie, has reappeared in the temple at Zion city. There was a great riot and confusion.

Marquis Ito at Tokio.

Tokio, 15th May.

Marquis Saionji, the Premier, summoned Marquis Ito, Resident-General of Corea, to a Cabinet meeting and subsequently the Marquis was received in audience.

A Probable Appointment.

Tokio, 16th May.

Marquis Saionji (the Premier) gave a long interview this morning to Viscount Hayashi, whose appointment as Foreign Minister is imminent.

The American Railway Rates Bill.

Tokio, 16th May.

President Roosevelt's sensational disclosure that Senators Benjamin (Pitchfork), Tillman and Joseph Bailey have tried to 'drop' him, has reversed public opinion in regard to the Railroad Rates Bill.

The Control of the Customs.

Peking, 18th May.

With regard to the question of the Customs, appointments the Foreign Ministers will hold a conference at the Italian (the doyen's) legation to-morrow.

ANOTHER NEW SOLICITOR.

ADMITTED TO-DAY.

When his Honour the Chief Justice, Sir Francis Pigott, took his seat in Original Jurisdiction this morning, Hon. Mr. H. E. Pollock, K.C., begged leave to move that Mr. Andrew Gilmour Jackson, solicitor, be admitted, admitted, and enrolled to practise in the Courts of this Colony. Introducing him, Mr. Pollock said Mr. Jackson had been educated in Dublin and subsequently, after serving his articles in a firm of solicitors, in Dublin, was admitted to practise in the Supreme Court of Ireland at Dublin on 14th December, 1903, and had since been practising there. He had the more pleasure, remarked Mr. Pollock, in introducing Mr. Jackson, as he was a nephew of Sir Thomas Jackson, whose long and honourable career in the Colony was known to all.

His Honour the Chief Justice said he had much pleasure in approving, admitting and enrolling Mr. Jackson to practise, and in saying so his words were not merely formal, but, on account of his honoured name, he had the greater pleasure in so admitting him, and hoped he would have a long and successful career, to his own advantage and that of his firm.

Mr. Jackson thanked His Honour.

We understand that Mr. Jackson has come out to join the firm of Messrs. Johnson, Stokes and Master.

A STOWAWAY FROM MANILA.

Herman Müller, fireman, was charged at the Magistracy this morning, before Mr. F. A. Hazelton, at the instance of the chief officer of the *Rubt* with arriving in the Colony from Manila on the 22nd instant, without permission from the agents or master of the ship. The defendant pleaded guilty. Inspector Langley said that defendant went to Manila on a German ship, deserted the vessel at that port, and stowed away on board the *Rubt* with the intention of getting to this Colony.

His Worship—Is there any chance of him getting a ship?

Inspector Langley—I don't think so, Your Worship. He has no money, and will not be received in the Home.

His Worship—Twenty-five dollars, or six weeks' hard labour.

LEITH is using its old tram-cars as an extension of its Isolation Hospital. Several panes of glass are removed, and each vehicle accommodates two consumptive patients undergoing open-air treatment.

FROM THE SEA'S MAW.

SALVAGE STEAMER FOR HONGKONG.

Under the above heading the *Singapore Free Press* of the 16th inst. writes:—

Up to last evening there might have been seen, lying in the Roads, a grey coated vessel of some 540 tons burthen, presenting even to the inexperienced eye, some peculiar features. Her bow is high, and from the bridge, placed well forward, right to stern, was a dead level, save for the awning and a couple of moveable ventilating crows.

The *Protector* of Copenhagen belongs to the Em. Z. Zwicker Co. and is a salvage steamer.

Her roomy funnel is only one evidence of great engine power and capacity for work.

"From the cruel hungry sea. Good Lord deliver us." The Danish salvage company which owns her is not new one. Their ships are stationed wherever in the world there are wrecks—and the chance of saving them.

Captain Sillerup, of the Danish Navy, who is in command of her, has seen salvage service on the west coast of Denmark, that hungry, rocky shore, round the coast of Spain, and for three years in the Mediterranean. He was at work on H. M. S. *Assistance* off Tetuan; he salved the steamer *Keldinghut*; and he has the generally alert air of the man who must, by his wits and the appliance to hand, accomplish the impossible.

And as to appliances, there is no lack of them on the "Deliverer," as she might fitly be termed. Her horse power is 1,202, her engines triple-expansion, and her build as substantial as need be for a vessel with a 2-ton derrick forward and runs astern with a lifting power of 150 tons. She steams comfortably 13 knots, and is equipped with everything needed to stand by and work at a wreck in the roughest weather for weeks at a time. Coming across the Bay of Biscay on her maiden trip the seaworthiness of the vessel was severely tested.

A strong tow and a long tow is her chief capability. The towing hook—a massive piece of forging, ringed round the mast and amply stayed—is nearly amidship. This means that when in action all the after part of the ship has to be cleared, awnings down, ventilators unshipped, boat davits housed in board, engine room lights and companion way fended, so that the towing hawser can swing round a full half circle, and the derelict or wreck towed from dead astern on the port or on the starboard. The steel hawser is 6 inches, and the 40 fathoms of this enormously strong tow are stowed so as to be readily available. The alleys are run clear through the ship from aft to the massive winches forward, so that the vessel can heave on her cables forward, take in the hawsers aft, and at the same time go full speed ahead with the engines. The wide sweep of the tow aft is particularly useful for wrecks on a sandy beach, the propellers clearing away the sand, with a swing on the ship, and the hawsers being gradually shortened.

In the matter of pumps the *Protector* is little short of marvelous. She has an 18-inch centrifugal stationary pump with two batteries of twelve six-inch suction pipes. In her hold she carries three 12-in. portable pumps, and two eight-inch, with portable boilers to put on the wreck. The pumping power reaches the enormous aggregate of 6,500 tons per hour, of the expensive suction hose—rubber with flexible copper coating—there is an ample supply.

For diving purposes there is a compressed air engine of three diver capacity, with dresses, lines, &c., complete. Another compressed air engine puts into the hands of the diver either a rock drill, or one capable of drilling a one-inch plate in a phenomenally short time. One dynamo provides electricity for search-lights, &c., another runs the ship's ordinary service. A motor boat is also among the equipment of the vessel. On the whole it is difficult to conceive of a more completely equipped ship, meant for work, although the comfort of the officers and crew is not overlooked. Probably £50,000 does not more than cover her cost.

The *Protector* left Hongkong last night.

She will be stationed there, awaiting the chance of a salvage job. She is entirely independent, and only waits for a wreck to show her capabilities—and earn for her owners a magnificent return for their enterprise, for if salvage jobs are difficult and hazardous, they must be made proportionately remunerative.

THE FUTURE OF SINGAPORE.

The *Singapore Free Press* of 15th inst. contains the following:—

If it be true, as many people assert, that the days of Singapore as a commercial distributing and trading centre are numbered; that the tendency of our trade, hindered by such nefarious combinations as the Shipping Conference and hampered by foreign ship subsidies, is to seek the ports upon which Singapore has hitherto depended so much for her trade and transhipments, it is all the more necessary to consider the port as a resort for shipping in case of distress and for coaling purposes.

We have reason to believe that the resources of the Port will in due time be increased by a powerful tug, capable of carrying on salvage operations on the most extensive scale, fitted with the most powerful steam fire engines, and able to materially assist vessels in getting alongside the wharves and into dock. There are no doubt other facilities in the way of speedy berthing and docking of larger ships than we at present are able to deal with will have to be provided, and that not in the distant future. It is to be insisted on, now and always, that we must be in a position to compete favourably with our trade rivals in repairing and docking. There is Sabang Bay, with a magnificent electric installation for discharging and loading coal. It is unfortunate that in the present stage of ship construction, very few vessels except colliers can make use of these modern appliances, which are indeed rather a hindrance to vessels that have not special bunkering facilities inasmuch as the overhanging arms necessitate the most careful management of vessels in coming alongside, and even then such modern

vessels as the Nederlands Steamship Company's fine mail vessels have to be coaled in the time-honoured way by Chinese coolies. Still, there is the installation awaiting the ships. Then we are informed that at Batavia a new slip is being built at a cost of 450,000 gilders, to take vessels up to 2,000 tons. This, in addition to the dry dock at Tanjong Pring, will at any time become a dangerous rival to Singapore in ship-repairing and docking. At Manila it is to be established the enormous dry dock *Dewey* which has now probably passed through the Suez Canal, and to which the following reference is made in the *Egyptian Gazette*—

Port Said, April 19.—The American floating drydock *Dewey* arrived here last night on her way to the Philippines, and anchored in the Roads. The drydock is towed by the cruisers *Cirrus*, *Brutus* and *Glacier* and convoyed by the *Tacoma* which was recently at Alexandria. The latter left the *Dewey* 250 miles from Port Said and arrived here on Tuesday, being in constant communication with the drydock by means of wireless telegraphy. It is stated that the dues to be paid for the passage of the drydock through the canal will amount to £2,000.

Later.—The drydock *Dewey* entered the canal this morning in tow of tugs.

There need be no great despondency as regards the future of Singapore to compete with these establishments singly, but the combination would rather put us on our mettle. The lavish way in which the Dutch, French and United States Governments spend money on docking and harbour enterprises gives a firm belief in the possibilities of the Western Pacific as a field for dock and shipping enterprise. It is, of course, open to discussion whether such a lavish expenditure may not defeat its main object. The initial cost, the cost of upkeep, the charges for interest and sinking fund may make such demands upon the revenue as to necessitate heavy charges for the use of the facilities, for no Government in modern times can face a continual heavy expenditure with no prospect of a reasonable return, immediate or in the near future. Still, the development of facilities in Ports within a distance of Singapore is of the utmost interest to us, and should serve to keep us on the *qui vive*.

THE BURDEN OF JAPANESE TAXATION.

SOME IMPORTANT FIGURES.

The Japanese Government is now engaged, we are informed by the vernacular journals, upon the production of national wealth, as the increased taxation in consequence of the war is arousing public attention. In compliance with its pledge to the Diet during the last session, the Government has appointed a Committee, with the Vice-Minister for Finance at its head, and including officials in the Finance Department, for the purpose of investigating the existing taxation. Mr. Wakatsuki, Vice-Minister for Finance, is now travelling in Korea and Manchuria, and the Committee has not yet commenced its labours.

A vernacular contemporary points out that the purpose of the committee is to re-adjust taxation is such a way that the existing national revenue shall not be affected. The question whether or not the nation is already overburdened—which should be solved before any other matters are discussed—is not to be considered at all, and there can be little doubt that the result of the work of the committee will be disappointing to all concerned. If the existing burden of taxation is excessive, amendments made to it should be so little as to relieve the distress resulting from over-taxation. While admitting the immense growth of national wealth and the incomes of the people after the Japan-China war, the vernacular journal maintains that the increase of national and local taxation was still greater, largely adding to the hardships of the people, and the same result may follow the Japan-Russia war. To what extent the nation can bear taxation it is extremely difficult to estimate, but when the burden is compared with the national wealth an approximate idea can be formed. According to investigations made by certain authorities, the national wealth of Japan amounts to Y13,500,000,000 in round figures, and the national and local taxes amount to Y290,000,000, equal to 2.21 per cent. of the national wealth.

Taking the profit accruing from the property of the people at 5 per cent., it will be seen the taxes now paid amount to 4.42 per cent. of the income. This can certainly not be described as a light burden. The percentage will be even heavier when household furniture, which yields no profit, is deducted from the amount of national wealth.

The amount of taxes mentioned represents the figures for the fiscal year 1902-3 in the case of national taxes, and for the fiscal year 1901-2 in the case of local taxes.

During the last fiscal year the national taxation was increased on two occasions, and the burden has thus been increased by Y100,000,000 or one-third. The national wealth may also have increased, but not to the extent of one-third.

Reviewing the increase of taxation, our contemporary remarks that the national taxes for the year 1893-4 amounted to Y70,000,000, which had increased to Y30,000,000 last year, an increase of 440 per cent. In the case of local taxes, the increase was from Y37,000,000 to Y100,000,000, equal to 267 per cent. On an average the national taxes had increased at the rate of 33 per cent. per annum, and the local taxes 13 per cent. per annum.

Some light may be thrown on the increase of the national income by the sayings and capital invested in business, which is the only information available for the purpose. The total savings of the Japanese people stood at Y13,000,000 in 1893 and increased to Y85,000,000 in 1904—an increase of 220 per cent., while the amount invested in business increased from Y37,000,000 to Y87,000,000 in the same period—an increase of 220 per cent. On an average the increase in both cases was only about 20 per cent. per annum, against 40 cent. increase of taxation. The national wealth of the Empire has been increasing at a wonderful rate, but the greater part of the profit is absorbed by the National Treasury, and it is not surprising to find that the struggle for existence among the people becomes more acute every year.—*Singapore Chronicle*.

A PROMISSORY NOTE CLAIM.

A SIMPLE LENDER.

In Original Jurisdiction this morning, before his Honour Sir Francis Pigott, Chief Justice, the Lai-Tsun Bank, of No. 145 Queen's Road Central, sued Lai Koi Tong of No. 7 Kennedy Road, gentleman, and Li Ki Tong, of No. 2 Pan Kwai Lane, gentleman, for the recovery of the sum of £15,334.64, due by defendants to the plaintiff Bank on seven promissory notes, and interest.

Mr. M. W. Slade, instructed by Mr. John Hastings, appeared for the plaintiff, and Hon. Mr. H. E. Pollock, K.C., and Hon. Dr. Ho Kui, instructed by Mr. G. K. Hall Bruton, of Messrs. Bruton and Hett, appeared for the first defendant, judgment having already been given against the second defendant.

Mr. Slade said that the plaintiffs in this action were bankers, carrying on business at No. 145 Queen's Road, Central. The defendant, Li Koi Tong, is a gentleman, residing at No. 7 Kennedy Road, and the defendant Li Ki Tong is the first defendant's brother, and is a gentleman residing at No. 2 Pan Kwai Lane. On the 28th December, 1903, the plaintiff lent to the defendant £3,000 at interest to be paid at the rate of 5.10 per cent. per Chinese month, the principal sum to be paid on demand at any time after the expiration of four months, from the date of the promissory note, and they received from the defendants 3 joint promissory notes, for £2,000, £1,000, and £1,000 respectively, dated 28th December 1903. Up to date of the writ the interest accrued due amounted to £1,267.33. On the 30th July plaintiff lent the defendants a further sum of £4,000, at the same rate of interest as in the above case, the principal to be repaid in one month from date of two promissory notes given jointly by defendants, for £2,000 and £2,000 respectively. The interest accrued due thereon to date of writ amounted to £689.31. On the 15th August, 1904, plaintiff lent the defendants another sum of £4,000, on the same terms as the above, and received two joint promissory notes from the defendants for £2,000 and £2,000 respectively, payable on demand. Interest had accrued on those notes to date of writ to the amount of £603.00. In the alternative the plaintiff claimed that they lent the sums mentioned to Li Ki Tong, and Li Koi Tong stood as security for the due performance by the said Li Ki Tong of the terms of the said loans. On the 10th May, 1905, Li Ki Tong paid £22 to plaintiff as interest on the first loan. The plaintiff has made repeated demands upon the defendants since then for repayment of the said loans, and the interest due thereon, but have not received payment thereof or any part thereof save and except the sum of £220 mentioned above. They therefore prayed for judgment for £15,334.64 with interest thereon, and the costs of this action.

The plaintiff was called and gave evidence. The case is proceeding.

NEW PHILIPPINE STAMPS.

EXQUISITELY BEAUTIFUL SET.

Beginning on the first of April the big presses in the Bureau of Engraving and Printing in Washington, D. C., kept warm running off what will be a novelty for the Filipinos in a short while. The cable message from Manila saying "go ahead" was received; the designs for the new Philippines issue of postage stamps were formally approved by the authorities of the Philippine Government and stamps to the number of 21 millions will soon be in Manila and for sale at all the post offices.

The omission of the word postage was the occasion of no end of troublesome conferences, cables, and correspondence, and was finally referred to Manila after Commissioner Forbes's visit to Washington. Of course the officials here in Manila waived the demand for the inclusion of the word "postage" on the new stamps or they could not have been executed now. An order to add the word "postage" would have meant making a new sketch, new dies and new plates and occasioned a further delay of at least six months. The Manila authorities agree that the word "postage" be on the design but were not disposed to incur the additional cost and delay in having new designs and plates made.

As was previously mentioned in these columns, through a misunderstanding of the use of the terms plates and dies, the Bureau of Engraving and Printing at Washington not only made dies for the

Shipping—Steamers.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM NAV. CO., LTD.
JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAVA,
AND SUMATRA PORTS.

EUROPEAN SERVICE.

OUTWARD.

FROM	STEAMERS	TO SAIL
GLASGOW and LIVERPOOL	"AJAX"	31st May.
GLASGOW and LIVERPOOL	"MEMNON"	7th June.
GLASGOW and LIVERPOOL	"STENTOR"	7th "
GLASGOW and LIVERPOOL	"PROMETHEUS"	14th "
GLASGOW and LIVERPOOL	"PATROCLUS"	14th "
GLASGOW and LIVERPOOL	"PING SUEY"	21st "
GLASGOW and LIVERPOOL	"ANTENOR"	28th "

HOMEWARD.

FOR	STEAMERS	TO SAIL
AMSTERDAM, LONDON & ANTWERP	"JASON"	5th June.
AMSTERDAM, LONDON & ANTWERP	"DECUALION"	19th "
"GENOA, MARSEILLES & L'POOL	"HYSON"	20th "
AMSTERDAM, LONDON & ANTWERP	"AJAX"	3rd July.
AMSTERDAM, LONDON & ANTWERP	"PROMETHEUS"	17th "
"GENOA, MARSEILLES & L'POOL	"PATROCLUS"	20th "
AMSTERDAM & ANTWERP	"PING SUEY"	31st "

Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE

OPERATING IN CONJUNCTION WITH
THE NORTHERN PACIFIC RAILWAY CO.
AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES
OF AMERICA AND CANADA.

EASTWARD.

FOR	STEAMER	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, <i>via</i>	"STENTOR"	10th June.

WESTWARD.

FROM	STEAMER	TO SAIL
TACOMA, SEATTLE, VICTORIA and PACIFIC COAST	"KEEMUN"	16th June.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd May, 1906.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
NINGPO and SHANGHAI	"KIUKIANG"	24th May.
TSINGTAO, WEI-HAI-WEI, CHEFOO and TIENTSIN	"KWEICHOW"	25th "
SHANGHAI	"SHACHSING"	25th "
CEBU and ILOILO	"KAIKONG"	25th "
NINGPO and SHANGHAI	"YOCHOW"	28th "
MANILA	"TAMING"	29th "
MANILA, ZAMBOANGA, PORT DAR- WIN, THUYSDAY ISLAND, COOK- TOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE	"TSINAN"	30th

+ Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table.

A duly qualified Surgeon is carried.

+ Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 23rd May, 1906.

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. Almond	MANILA (DIRECT)	SATURDAY, 26th May, at Noon.
ZAFIRO	2540	R. Rodger	"	SATURDAY, 2nd June, at Noon.

For Freight or Passage, apply to

SHEWAN, TOME & CO.,
GENERAL MANAGERS.

Hongkong, 19th May, 1906.

[7]

HONGKONG—NEW YORK.

AMERICAN ASIATIC
STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

(With Liberty to Call at the Malabar Coast.)

About

"ANGLO SAXON".

For Freight and further information, apply to

SHEWAN, TOME & CO.,

General Agents.

Hongkong, 22nd May, 1906.

[8]

Insurance.

NORTH GERMAN FIRE INSUR-
ANCE COMPANY OF HAMBURG.

The Undersigned AGENTS of the above Company are prepared to accept Fire, Glass Foreign and CHINESE RISKS, CURRENT RATES.

THE MANAGER,
Siemens & Co.,

Hongkong Telegraph Co., Ltd.

9th September, 1901.

Hongkong 28th May, 1906.

[9]

NOTICE.

THE Public are hereby informed that no

change has been made in the Rates of

Subscription to the Hongkong Telegraph and

the Undersigned AGENTS of the above Company are prepared to accept Fire, Glass Foreign and CHINESE RISKS, CURRENT RATES.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

9th September, 1901.

Hongkong 28th May, 1906.

[9]

Shipping—Steamers.

THE Steamship

"ORANGE BRANCH,"

3,435 Tons.

will be despatched for VLADIVOSTOK about the 2nd June.

To be followed by

S.S. "VINE BRANCH," 3,442 Tons.

For Freight, etc., apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 12th May, 1906.

[489]

FOR VLADIVOSTOCK.

EASTERN AND AUSTRALIAN STEAM-

SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Timor, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EASTERN."

Captain Powell, will be despatched for the above

Ports, on SATURDAY, the 2nd June, at

Noon.

This well-known Steamer is specially fitted

for Passengers, and has a Refrigerating Cham-

ber which ensures the supply of Fresh Provi-

sions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with

the Electric Light.

A Stewardess and a duly qualified Surgeon

are carried.

N.B.—To assure the additional comfort of

passengers the Steamers of the Company have

electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 18th May, 1906.

[554]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENMOHR."

Captain Webster, will be despatched as above,

on or about 4th June.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.,

Agents.

Hongkong, 18th May, 1906.

[554]

FOR SYDNEY AND MELBOURNE,

(Calling at Manila, Timor, Port Darwin and

Queensland Ports, and taking through Cargo to

Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"OCEANIEN."

Captain Courte, will be despatched as above,

on or about MONDAY, the 28th instant.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 21st May, 1906.

Mails.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, CALCUTTA,
BOMBAY, ADEN, DJIBOUTI,
EGYPT, MARSEILLES,
LONDON, HAVRE, BORDEAUX, MEDITER-
RANEAN AND BLACK SEA PORTS.

The S.S. "CALEDONIEN."

Captain Gregorj, will be despatched for
MARSEILLES on TUESDAY, the 29th
May, at 1 P.M.

This Steamer connects at Colombo with the
Australian line s.s. *Nirra* bound for Marseilles
via Bombay and Aden.

Passage tickets and through Bills of Lading
issued for above ports.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *SALAZIE* 12th June.
S.S. *OCEANIEN* 26th June.
S.S. *TOURANE* 10th July.
S.S. *TONKIN* 24th July.
S.S. *ARMAND BEHIC* 7th August.

G. de CHAMPEAUX,
Agent.

Hongkong, 15th May, 1906. [11]



THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR
STRAITS, CEYLON, AUSTRALIA, INDIA,
ADEN, EGYPT, MEDITERRANEAN
PORTS, PLYMOUTH AND
LONDON.

(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL, AMERI-
CAN AND SOUTH AFRICAN PORTS.)

THE Steamship

"OCEANA,"

Captain W. W. Cooke, R.N.R., carrying His
Majesty's Mails, will be despatched from this
for BOMBAY, on SATURDAY, the 2nd
June, 1906, at Noon, taking Passengers and
Cargo for the above Ports in connection with
the Company's S.S. *China*, 7,912 tons, from
Colombo, Passengers' accommodation in which
vessel is secured before departure from Hong-
kong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement) will
be transhipped at Colombo to the Mail
steamer proceeding direct to Marseilles and
London; other Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Egypt*,
due in London on the 15th July, 1906.

Parcels will be received at this Office until
4 P.M. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 15th May, 1906. [14]

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.
Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.
PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA
MOJI, KOBE AND YOKOHAMA.

Steamer. Tons. Captain. Sailing.

Tremont 9,606 T. W. Garlick. 26th May
Lynn 4,417 G. V. Williams. 3rd July
Shawmut 9,606 E. V. Roberts. 27th July
Tremont 9,606 T. W. Garlick. 22nd Aug.

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room. Barber's
shop and steam-laundry. Cargo
carried in cold storage.

For further Information, apply to

DODWELL & CO., LIMITED,

General Agents.

Queen's Buildings.

Hongkong, 28th April, 1906. [12]

REGULAR STEAMSHIP SERVICE
TO NEW YORK,

VIA PORTS AND SUEZ CANAL,
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG.

Steamship. About.

"SATSUMA" 31st May.

"SIKH" 7th June.

"WRAY, CASTLE" to follow.

For Freight and further Information, apply to

DODWELL & CO., LIMITED,

Agents.

Hongkong, 18th May, 1906.

AN APPEAL.

THE SUPERIORRESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds
of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Chil-
dren's Dresses, and all kinds of Embroidery
Materials can be supplied, if required.

The Superiorress will also be most grateful
for any PAPER, or old ENVELOPES to be made
into Books for the Children of the Poor School,
who are taught by the Sisters.

Hongkong, 22nd April, 1892.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

Per Case.

\$22.50

BRANDY 20.00

" 16.75

WHISKY, PALL, MALL 20.00

JOHN WALKER & SONS' OLD HIGHLAND 12.50

C. P. & CO.'S SPECIAL BLEND 10.50

PORT WINE, INVALIDS 20.00

DOURO 13.75

SHERRY, AMOROSO 20.00

LA TORRE 16.00

BENEDICTINE, D.O.M. 40.50

THE ABOVE EXCLUSIVELY SHIPPED TO
SIEMSSSEN & CO.,
HONGKONG AGENTS.

Hongkong, 15th November, 1905. [43]

ACHEE & CO.
ESTABLISHED 1859.

FURNITURE,

GENERAL HOUSEHOLD

REQUISITES.

&C., &C., &C.

DEPOT

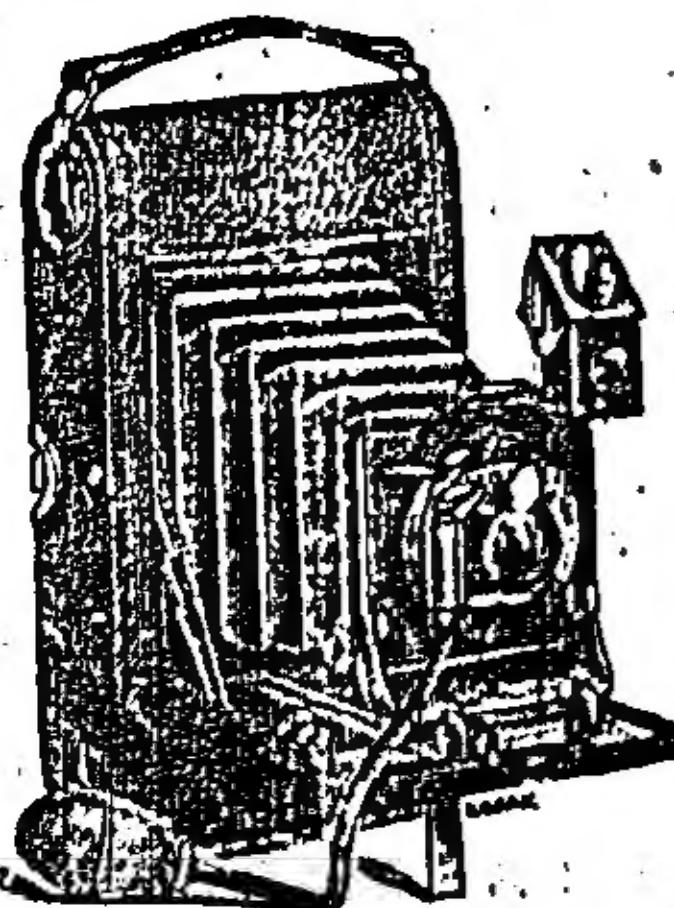
FOR

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.



Telephone 256.

AMATEUR WORK Receives PROMPT and CAREFUL ATTENTION.

Hongkong, 16th May, 1906. [40]

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given in the "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT. RESERVE.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION.	CLOSING QUOTATION.
BANKS.								
Hongkong & Shanghai Banking Corporation	80,000	\$125	\$125	\$1,000,000 \$9,500,000 \$525,000	\$1,699,777	\$1 15/- div. and \$1 bonus @ ex. 2/9/16 \$16.87 for 2nd half-year 1905	5 %	\$84 sellers London £89.15
National Bank of China, Limited	99,925	\$7	\$5	\$12,733 \$150,000	\$74,099	\$2 (London 3/6) for 1905	\$38
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,600,000 \$147,895	\$211,540	\$20 for 1904	5 %	\$360
North China Insurance Company, Limited	10,000	\$15	\$5	\$100,000 \$15,000	Tls. 302,053	Interim div. of 7/6 on account 1905	5 %	Tls. 87
Union Insurance Society of Canton, Limited	10,000	\$250	\$100	\$2,000,000 \$40,000 \$331,131 \$175,844	\$2,792,271	Interim div. of 13 1/2 15	5 %	\$800
Yangtze Insurance Association, Limited	8,000	\$100	\$60	\$1,000,000 \$29,488 \$15,547	\$508,334	\$12 and \$3 special dividend for 1904	8 1/2 %	\$175
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$20	\$6,000 \$264,638 \$88,941	\$422,618	\$6 for 1904	7 %	\$86
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$6,000	\$6,503	\$25 for 1904	8 %	\$305
SHIPPING.								
China and Manila Steamship Company, Limited	20,000	\$25	\$25	\$240,000	Nil.	\$1 for 1905	6 1/2 %	\$22 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$350,000	\$24,080	\$3 for 3-year ended 30.6.1905	8 1/2 %	\$40 buyers
Hongkong, Canton & Macao Steamship Co., Ltd.	80,000	\$15	\$15	\$154,331 \$120,000 \$241,150 \$3,999	\$4,435	12/- @ 1/10 = \$6.29.51 for 1904	7 %	\$90
Indo-China Steam Navigation Company	60,000	\$10	\$10	\$500,000	\$20,040	Final Tls. 3 making Tls. 5 for 1905	8 %	Tls. 62 buyers
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	\$400,000	\$107,815	Final Tls. 4 making Tls. 3 for 1905	7 %	Tls. 52 buyers
Shell Transport and Trading Company, Limited	2,000,000	\$1	\$1	\$4,144 \$65,000	\$929	1/- (Coupon No. 6 for 1905	4 %	\$33
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$98,000 \$35,479 \$48,000	Tls. 13,913	\$80 for year ending 30.4.1905	4 %	\$23
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	\$850,000	\$8,915	Final of Tls. 2 making Tls. 4 for 1905	9 1/2 %	Tls. 41 buyers
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$850,000 \$450,000 \$86,129	\$40,914	Final of \$15 making \$15 in 1905	15 %	\$165
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	none	\$132,588	\$3 for 1897	\$35
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 3,723	Tls. 24 for year ending 30.9.04	Tls. 110 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	\$1	\$1	\$80,000 \$26,				